



THE SQUADRON FLYER



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The Official News from the Condor Composite

Condor Squadron Gives Awards

By 1Lt. Scott Gardner, CAP
Public Affairs Officer

Castile, NY – The Condor Composite Squadron of the Civil Air Patrol held its Second Annual Awards Ceremony on December 10, 2002, at the Castile United Church of Christ. In addition to several awards and promotions, six cadets received their Gen. Billy Mitchell Awards and One Cadet was awarded his Amelia Earhart Award.

Cadets Timothy Stroud, Jonathan Fitch, Jonathan Marsh, Adam King, Robert Morris, and Brad McGinnis each received their Gen. Billy Mitchell awards presented by LTC Bill Hughes. Less than half of the cadets in the cadet program will ever attain the individually numbered Mitchell Award. Upon receiving the Mitchell award, the cadet is promoted to Cadet 2nd Lieutenant. By awarding these six Mitchell awards, Condor attained a record of eight awards in 2002.

Cadet Nathan King was presented with the Amelia Earhart Award by LTC Hughes, promoting King to Cadet Captain.

Additionally, Cadets Second Lieutenant Adam King and Jonathan Marsh were promoted to the rank of Cadet First Lieutenant.

Other 2002 Squadron cadet awards given were to Cadet 2nd Lieutenant Timothy Stroud who received the Most Improved Cadet of the Year; Cadet SMSgt. Robert Husted receiving the award for excellence in leadership; C/2nd Lieutenant Adam King receiving the Excellence in Aerospace Education award, and Condor Composite Squadron Cadet of the Year 2002 was awarded to Cadet First Lieutenant Jonathan Fitch. Cadet 1Lt. Fitch also serves as the Squadron's cadet commander. Also awarded was Cadet of the Year to Group, C/Captain Nathan King, and Cadet NCO of the Year to Group, C/2LT Brad McGinnis.

The award ceremony was attended by the families and guests of the senior and cadet members. Special Guests included the Wing Director of Standards and Evaluation, Lieutenant Colonel Rollie Zavada, and Wing Director of Emergency Services, Lieutenant Colonel Bill Hughes.

In addition to cadet awards, senior members received awards and promotions. Warsaw residents 2nd Lieutenant Scott Gardner and SM Deborah Stearns were promoted to First and Second Lieutenant respectively. 1Lt. Scott Gardner also received his Observer wings.

Senior awards included Squadron Senior of the Year 1Lt. Scott Gardner and 1Lt. Chris Pascuzzo. Safety Officer of the Year to Group, 1Lt. Chris Pascuzzo; Aerospace Education Officer to Group, 1Lt. Donald M. McKeown;

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Cadets Receive Nominations to Service Academies

Two Condor cadets received congressional nominations to US Service Academies.

Cadet Captain Nathan King and Cadet Second Lieutenant recently received word of their nominations from Congressman Thomas Reynolds to the US Air Force Academy and the US Naval Academy respectively.

These two cadets must now receive an official appointment to attend the academies. Both cadets have worked very hard to receive the nominations and are eagerly awaiting word on their potential appointments.

Cadet King has already enlisted with the Air Force and Cadet Morris has been accepted to the ROTC Programs at Brockport, Canisius, and Norwich College in Vermont.



CIVIL AIR PATROL IS ON THE WEB!

Check out the following links for more information!

Civil Air Patrol National Headquarters: www.capnhq.gov

New York Wing Web: www.nywg.cap.gov

Condor Composite Squadron: www.condor.nywg.cap.gov

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The Sky's The Limit

By 2nd Lt. Deborah Stearns

During a visit to Dansville, New York in the summer of 1992, my desire to fly was overpowering as I watched gliders being towed into the sky. After they released from the tow planes, they floated peacefully in the air like hawks and eventually drifted back to the ground. It did not take long for my wish to become a reality. I soon found myself in the cockpit of one of those silent aircraft.

As we prepared for takeoff, my pilot Linda instructed me to not touch any of the controls. A tow rope was attached from a small plane to the sailplane. Linda signaled the "go ahead," and we began to move down the grassy runway. Soon we were off the ground and climbing to the heavens. When we reached an altitude of 2000 feet, Linda pulled the release. The tow plane banked to the left while we banked to the right.

The only sound was that of the wind. We soared like a bird, rising on the thermals and descending when we moved away from them. After about twenty minutes, we began our decent from our wondrous flight and landed gently where we had begun our journey. From that day forward, I knew that I would someday become a pilot.

I officially became a member of the Finger Lakes Soaring Club on May 21, 1995, the day I graduated from college. Talk about jumping from one time-consuming activity to another!

I learned VERY quickly that flying a glider is NOT as easy as it looks. I soon learned that the glider is VERY sensitive to aggressive movements of the control stick. Technically, quick movements are needed to keep a glider in the columns of rising air called thermals. Without thermals, gliders cannot stay aloft. However, those aggressive maneuvers of the control stick can cause you to experience the ride of your life.

While I was practicing turns during one of my earlier flights, I stalled the glider SIX times. You may wonder how a plane without an engine can stall. BELIEVE me; it can be done. Have you ever flown a balsa wood glider? If thrown quickly toward the ground, the glider will dive and then rise. As the glider gains altitude, the speed decreases and it dives again. Well, the same thing happens with sailplanes, and I have mastered the stall. During my practice turns, I neglected to control my speed. Oh, I forgot to mention that gliders gain speed by heading toward the ground. Since I was new at soaring, plummeting toward the ground at 75 miles per hour was rather frightening. However, I learned that I must never, NEVER pull back on the control stick with a death grip to decrease my speed. It causes a stall to occur followed by a swift dive toward the ground. It is the roller coaster ride of the sky.

For the most part, I had been flying the aircraft by paying close attention to the instruments. During my eighth flight, my instructor told me to NOT look at the instruments. He told me to fly using my senses, watching the horizon and listening to the sound of the air rushing over the sailplane. You may have heard the old saying "Fly by the seat of your pants." Well, glider pilots take those words literally. They sense the movement of the aircraft in their backsides. Anyway, after the initial panic wore off, I was able to keep my speed constant during straight flight. Unfortunately, my instructor requested

that I bank to the right. So much for keeping a consistent speed. The glider suddenly began to accelerate and I overreacted again. As I pulled back on the control stick the glider aimed toward the heavens, slowed and stalled. Will I ever learn? © All Rights Reserved

Story continued in next issue

ON THIS DAY IN HISTORY...

Feb. 1, 1959 -- The Air Force acquires the first general-purpose computer, Univac I.

Feb. 3, 1995 -- Lt. Col. Eileen Collins becomes the first woman to pilot the space shuttle, Discovery.

Feb. 10, 1908 - The Wright Brothers sign the first Army airplane contract.

Feb. 22, 1978 -- The Air Force successfully launches the NAVSTAR Global Positioning System.

Feb. 28, 1994 -- Two F-16s shoot down four Serb Galeb fighters in NATO's first combat engagement.

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Public Affairs Officer to Group, 1Lt. Scott Gardner; and Senior of the Year to Group, Captain Charles Miller.

The ceremony ended with a change of command announcing Captain Charles Miller as Squadron Commander. Captain Miller assumed his new duties effective December 10, 2002.

As squadron commander, Captain Miller will be responsible for overall leadership of the squadron and carrying out its mission. Prior to being squadron commander, Captain Miller was Deputy Commander for Cadets, a position he held for two years.

Condor Cadet Promotions January 2003

Robert Husted promoted to C/CMSgt
Valerie Marsh promoted to C/Sgt.
Christina Husted promoted to C/Amn.

WORTH REPEATING

"Far better it is to dare mighty things, to win glorious triumphs, even though checkered by failure, than to take rank with those poor spirits who neither enjoy much nor suffer much, because they live in the gray twilight that knows not victory nor defeat."

-- President Theodore Roosevelt